

To-day's Advertisements.

HONGKONG FOOTBALL CLUB.

HONGKONG FOOTBALL CLUB v.
THE 'UNDAUNTED' RUGBY
MATCH TO-MORROW (TUESDAY). Kick-
off, 4.45 p.m.

FRANK BROWNE,
Hon. Secretary.

Hongkong, November 5, 1894. 1781

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
"Emeralda,"
Capt. TAYLOR, will be
despatched from the above
Port TO-MORROW, the 6th instant, at
5 p.m., instead of as previously advertised.
This Steamer has superior Accommodation
for Passengers, and is fitted with the
Electric Light.

For Freight or Passage, apply to
SHREWDY & CO.,
General Managers.

Hongkong, November 5, 1894. 1785

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND
TAIWANFOO.

The Co.'s Steamship
"Thales,"
Capt. BARTHOLOMEW, will be
despatched for the above
Ports on WEDNESDAY, the 7th Inst., at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, November 5, 1894. 1780

FOR SHANGHAI.

The Steamship
"Nanyang,"
Capt. TH. LINDEMANN, will be
despatched for the above
Port on WEDNESDAY, the 7th
instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & CO.

Hongkong, November 5, 1894. 1783

FOR YOKOHAMA AND KOBE.

The Steamship
"Frizza,"
Captain L. MADSEN, will be
despatched to the
above Ports on WEDNESDAY, the 7th
instant, at 4 p.m.

This Steamer has superior Accommodation
for First and Second Class Passengers,
and carries a Doctor and a Steward.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.

Hongkong, November 5, 1894. 1784

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SURZ CANAL.

The Steamship
"Palamedes,"
Capt. WILLIAMS, will be
despatched above on
WEDNESDAY, the 7th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWINE.

Agents.

Hongkong, November 5, 1894. 1713

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY,
(Under Mail Contract with the
AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
SUEZ, PORT SAID,
BRINDISI, VENICE, FIUME AND
TRISTE.

(Taking Care at through rates to CAL-
OUTTA, MADRAS, PERSIAN GULF,
RED SEA, BLACK SEA, LEVANT
and ADRIATIC PORTS.)

Also to NATAL, EAST LONDON, PORT
ELIZABETH & CAPE TOWN.

The Co.'s Steamship
"Globe."

Captain A. MINTS, will be
despatched above on
FRIDAY, the 9th instant.

Goods will be received on board after
3 p.m. prior to date of sailing.

For further information as to Passage
and Freight, apply to

SANDER & CO.,
Agents.

Hongkong, November 5, 1894. 1776

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. "Frizza," Captain L. MADSEN,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
aboard.

Optional Cargo will be forwarded unless
notified to the contrary by the Undersigned
TO-DAY.

Any Cargo impeding her discharge will
be landed into the Godowns of the Hono-
kong & Kowloon Wharf & Godown Co., Ltd.,
and stored at Consignee's risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 12th Inst.,
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 12th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, November 5, 1894. 1778

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

STEAMSHIP ORONO,

FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNNEES of Cargo are hereby in-
formed that all Goods are being
handed at their risk into the Godowns of
the HONGKONG AND KOWLOON WHARF AND
GODOWN CO., LTD., Kowloon, whence and/or
from the Wharves delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 10th Inst.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 10th instant, or they will not be re-
cognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 10th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countermanded by
DODWELL, CARRILL & CO.,
Agents.

Hongkong, November 5, 1894. 1775

To-day's Advertisements.

KOBE BEEF.

THE WINTER season now approaching,
enables us to re-commence the Ship-
ping of PRIME JOINTS and ROUNDS of
CORNED BEEF by each P. & O. Steamer.
Orders for XMAS ROUNDS of SPICED
CORNED BEEF should reach us at an
early date.

GEO. WHYMARK & CO.,
81, Division St.,
KOBE.

1782

KOBE.

HAMPTON'S Circus arrived from Japan yesterday by the *Vicuna*, and already the Circus has been erected at West Point, permission to establish the tents in the rear of the Cricket Ground, on the Praia Reclamation, having been refused. The whole of the Circus fittings, as well as the Manager, which is a valuable adjunct of the Circus, were landed in good order. The opening performance takes place to-morrow evening; and seats may be booked at Messrs Kelly and Welsh. This is the most popular Circus that visits Hongkong, and during its brief stay here it should be well patronised.

A PAINFUL incident occurred this morning during the voyage of the *Hengshan* from Macao to Hongkong. About half-past eight o'clock, shortly after the steamer had passed the Praia Grande, Macao, an old man named M. F. de P. Rodrigues jumped overboard. Lifebuoys were thrown to him: the steamer was stopped and a boat lowered, and he was picked up in an insensible condition. Dr Rosa, who was a passenger by the same steamer, applied restoratives and worked hard to save Rodrigues, but he expired about an hour afterwards from the effects of his immersion. Upon the arrival of the *Hengshan* at Hongkong, the body was handed over to the Police, by whom it was taken to the Mortuary. It is supposed that poverty and sickness had driven the deceased to commit suicide. He leaves a widow in Macao, and a son in Manila. He was over 60 years of age.

THAT incident at Aden between the Admiral and the P. & O. captain is worth a special poem. We all know the P. & O. officer's Hindustani vocabulary beginning with 'Hindustani words are few; they couldn't be fewer.' I would suggest a 'Navigation verse' for P. & O. officers based on somewhat similar lines, says a writer in the *Times of Ceylon*:

THE NAVIGATOR'S GUIDE.

Navigating rules are few,
You'll learn them in a week,
Don't make a flagship 't' astern,
Or you'll be pilled for 't' cheek.
Don't disregard a sign, too,
The sure to be a row.
A shot across your bows
Reminds you that an Admiral
Is 'British ruling waves,'
And understand all merchant-folk.
Are Britons who are slaves!

THE MAXIM GUN COMPANY.

On Saturday last the Maxim Gun Corps, under Captain Murray, A.D.C., had a very instructive and pleasant outing at Saiman Bay. About twenty-five members of the Company turned up at Head-quarters, and at 2.15 p.m. started with four guns for the Commissariat pier, where they embarked on board the *Tommy Atkins* for Lysemon. The guns were towed alongside on a pontoon. Arrived at the Lysemon R.A. jetty at about 3.30 the Company disembarked, and marched through Shaukiwan village. They turned up the gap at the end of the village and leaving the road on the crest turned down over a very rough track into the Chinese cemetery overlooking Saiman Bay. Upon arrival they could not get a good sight of the bay, so it became necessary to unlimber the guns and haul them through the scrub and over the rocks, until they regained the crest of the ridge. The guns then came into action about 4.30 p.m., opening fire at 1750 yards on four different targets. After firing about 80 rounds per gun, the second line of targets was fired at, a range of about 1600 yards, and finally the whole fire of the guns was concentrated on two targets about 800 yards off. The light then giving out it was deemed inexpedient to indulge in carbine shooting as contemplated; so the guns, after the water had been run off and they had been fixed up, were taken up to the cemetery again and the detachments fell out for well-earned refreshments. It was about 5.30 p.m. when the Company started back, and after a pleasant tramp through Shaukiwan, Quarry Bay, &c., they got to Headquarters at 8.45 p.m. and dismissed.

The shooting with the Maxim guns, on the whole, was very satisfactory. The men on the guns seemed to get the range very quickly and accurately, and there is no doubt that there really been an enemy in the Bay these beautiful guns would have made their presence dismally felt. These cuttings are most useful in training men to circumstances likely to arise during active service, and the officers and men would, no doubt, like to see them carried out as often as permitted.

The Company has given up the use of ponies for draught purposes and the opinion has been expressed that they have made a decided change for the better in getting coaches instead. The coolies seem to be all that is required, and looked very smart in the uniform provided for them.

ABOUT 5 p.m. on the 22nd ult. a very severe earthquake occurred in various districts of Yamagata Ken, Japan, resulting in the loss of no less than 300 lives. Many people were wounded. The number of houses burnt or damaged by the shocks is calculated at over 1,600. The last disaster occurred there 31 years ago.

A *Reuter* correspondent states that the Congregation of the Propaganda have sent numerous subsidies to the Catholic missions in China in view of recent events. The Vatican is in communication with France, which has a protectorate over the missions, in order that it may intervene with other European Powers in favour of the missionaries, who have sent to the Propaganda very alarming reports.

ROYAL HONGKONG YACHT CLUB.

OPENING CRUISE.

The opening cruise of the Royal Hongkong Yacht Club took place yesterday, in favourable weather. With the exception of the *Seabreeze* and the *Pearl*, the whole of the fleet put in an appearance. The boats are as follow:—

Petrel ... lug... Royal Artillery.
Payne ... lug... Royal Engineers.
Dart ... lug... 53rd Royal Engineers.
Stella ... lug... { Capt. Sterling, A.D.C.
Mr F. H. May.
Ladybird ... lug... Mr C. D. Wilkinson.
Arrow ... lug... Mr A. Denison.

Second Class.

Cam ... lug... Mr F. Howell.
Flamingo ... lug... Mr G. P. Lamerton.
Kitten ... lug... Capt. Murray, A.D.C.
Sloop ... lug... Mr C. H. Gale.
Mary Ann ... lug... Dr Lawson.
Arrow ... lug... Lieut. Carey, R.A.

The *Dart* led the way about mid-day from the *Victor Emmanuel*. The *Dart* was flying the barge of the Club's Commodore, Major Elyon, and all the boats displayed their new colours with the blue ensign and the Club barge. There was a whale-bell breeze, and the Commodore led the way round the western end of Stonecutters Island, and that it was a beat up to the bay at Laichikok which was reached about an hour after the start. About 60 men and their friends sat down toiffin in the Customs matched at Laichikok. In the afternoon the usual ladies' race was sailed, the course being from the Laichikok Pier to the Trocas buoy and back. The *Dart* (with Mrs Elyon at the tiller) got off with a good lead, followed by the *Stella* (steered by Miss Boyes and having on board Commodore Boyes), *Payne* (Miss B. Hancock), *Ladybird* (Mrs Moore), *Petrel* (Mrs Drury), and *Erica* (Mrs Denison). The following second class boats also took part in the race: *Elfin* (Mrs G. P. Lamerton) and *Kitten* (Miss Barker). In the light breeze, the *Dart* increased her lead and got round the buoy first. She was never headed and won easily from the *Stella*. The new boat *Erica* got a bad start, but managed to catch up several of the boats after rounding the Trocas buoy. The *Kitten*, which also had a bad start, was practically out of the race from the beginning.

It was a pleasant sail home in the evening in a light and steady breeze. The day's outing was one of the most enjoyable since the Club was constituted.

The first Club race takes place on Sunday next.

The *Erica*, Mr Denison's new boat (his old *Pearl* having passed into the hands of Mr. W. H. Wielcham) held her own and more with some of the first-class boats. She swings round, in going about, at a tremendous rate, and her helmsman has to hold on for all he is worth. This quality may prove dangerous in a following sea, but if she can be kept straight she will distinguish herself before the end of the season.

The *Ladybird* has got new sails. It was not until the return journey that they got into anything like form. They are without battens, rendered possible, perhaps, by the straight reach. She has a long and perpendicular yard.

Since last season, the owner of the *Cam* has given her a new counter, which makes her 24 feet over all, and she, like the *Ladybird*, is equipped with new sails. They are not sitting very well. The most noteworthy feature is the sloop's extremely short mast.

In the reach to Laichikok the *Petrel* showed very good form.

In the course of an interview on the subject of the manning of armed cruisers by Naval Reserve officers and men, an official of the Peninsular and Oriental line said:—

We have a larger proportion of Naval Reserve men on the ships of our fleet than any other company. The fact is that the company have taken a great personal interest in the Naval Reserve; they can see how vital it is to our commerce to have a good reserve, and we have a great many Naval Reserve men in our service. The highest rank which is given is a Naval Reserve officer is that of Lieutenant. Our commanders only rank as that. Only 300 lieutenants are provided for in the scheme, and my information is to the effect that 230 commissions have been issued, and of these 45 are in our service. Beyond that we have nothing like 150 sub-lieutenants and midshipmen—and a midshipman in the Royal Naval Reserve may be a first officer—also in our employ. Our agreement with the Admiralty is that two-thirds of the officers and one-half of the remaining crew shall be Naval Reserve men, and we carry all the crews will future have to be Royal Naval Reserve men. This is very fine on paper, but I should like to know where you are going to get that man from. There are not enough Royal Naval Reserve men to go round. These inducements are not sufficient to make them join. This is especially on the case of engineers who are all the most important men in a modern ship's crew. About the armament of the ships carry their guns? No, but some of the company's ships are already fitted with gun platforms, and the guns can be put on board at any terminal port with great rapidity. I may tell you that when the last Russian war was in full swing our armed cruisers in China and Sydney were out exercising their crews and guns within thirty-six hours of the order to arm being received.

Attention has also been called to the armament of the *Massachusetts* Marlines. Not only do these vessels carry large crews of well-trained gunners, guns, and ammunition, but the captains are mostly all men who have served their time in the navy, a good many of them having ascended to the rank of first lieutenants. Should we have to use our mail steamers we would find a grave difficulty in finding suitable officers. There is no doubt that the French system is in this respect much more complete than ours.

Cotyax pursued a number of studies at college, didn't he? Yes. He pursued 'em, but I don't think he ever caught up with any.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE GUN AND SPOONS.

There was a small attendance on Saturday, and the light was exceedingly bad, which accounts for the poor scores made. The Cup was won by Major Wrottesley, and the Spoons by Petty Officer T. Bishop and Capt. Palmer. The following are the best scores:—

Name	Rif.	Sp.	Total	Rif.	Sp.	Total
Mr. Wrottesley	55	60	115	75	75	150
Petty Officer T. Bishop	52	52	104	72	72	144
Capt. Palmer	51	51	102	71	71	142
Mr. R. V. Hunter	50	48	98	70	70	140

CRICKET.

H. K. BOYERS & CO. COMPANY, S.L.L.

A match was played at the Happy Valley on Saturday between teams of the Hongkong Rovers and C. Coy. of the S.L.L. The Company won. For the winners Hoope captured seven wickets for 13 runs; for the Rovers, Kerr secured four wickets for 20 runs and Robinson three for 13:—

Name	Rif.	Sp.	Total	Rif.	Sp.	Total
Wrightson, b Wall	16	0	16	0	0	0
Cunningham, b Hooper	0	4	4	0	4	4
Kerr, b Hooper	5	0	5	0	0	0
Robinson, b Martin	0	0	0	0	0	0
Langley, b Derry, b Hooper	0	3	3	0	0	0
McLardy, b Hooper	3	0	3	0	0	0
Strathie, b Hooper	0	4	4	0	0	0
Ninnis, b Hooper, b Wall	0	1	1	0	0	0
Rich, b Crowther, b Wall	0	1	1	0	0	0
Nichols, not out	0	0	0	0	0	0
Thompson, b Hooper	0	4	4	0	0	0
Extras	0	0	0	0	0	0
Total	37	37	74	0	0	0

C COMPANY.	
Pte. Bastin, b Kerr	0
Pte. Derry, b Kerr	18
Pte. Hooper, b Langley	15
Le. Carey, b Kerr	16
Mr. Jones, b Kerr	0
Pte. Wall, b Robinson	4
Pte. Martin, b Robinson	0
Pte. Parry, not out	4
Wagland, not out	0
Joues, did not bat	5
Extras	0
Total for 8 wkt.	59

THE CHINA-JAPAN WAR.

PROGRESS OF THE JAPANESE ARMY.

The following telegram was received by us yesterday:—

HIROSHIMA, Nov. 4, 2 p.m.

Information was received here that on the 31st October the Japanese army entered Fung-hwang-cheng. The Chinese army took up disorder, the main body, with the Generals, retiring on Moudien, while others dispersed north-west towards Hching, near Newchwang, and south towards Taku-hau, which is already in the hands of a Japanese force. The people of the district are said to be rejoicing at the dispersal of the Chinese army which has been looting indiscriminately.

After the engagements near Chiu-lien-cheng, the Japanese army found over 300 Chinese corpses.

The spoils that have fallen into the hands of the invading army so far consist of 55 guns, 1,500 rifles, 20,000 rounds of artillery ammunition, and 2,600,000 rifle cartridges, besides a quantity of baggage.

THE JAPANESE ARMY IN MANCHURIA.

The following telegram was received in Hongkong from Tokyo yesterday:—

Marshal Yamagata's telegraphic report, dated Chiu-lien-cheng, 3rd November, 2.15 p.m., reads as follows:—

On the 31st October the detachment under Major-General Tachimori occupied Fangtang, the principal fortification next to Moudien. The chief part of the Chinese army fled towards Moudien, and the remainder in the direction of Haicheng (near Newchwang) and Taku-hau. The natives, having suffered from the plunder and devastation of the Chinese soldiers, welcome our army. The captures up to date amount to 55 cannon, 1,600 small arms, about 20,000 shot for canon and about 2,600,000 for small arms, and a great number of miscellaneous articles.

CAPTAIN LANG STILL RELIES ON CHINA.

The following statement, copied from an interview published in the *Times*, evidently refers to Captain Lang who attempted to re-establish the Chinese Navy during the few years he had command:—

The British naval officer who was for nine years in the service of China as the organizer of the navy of that country has been interviewed.

'I am afraid,' he said, 'that things are not as they were when I left four years ago. There is splendid material in the men, but the inherent conservatism of the Chinese people, their absolute indifference to all that goes on outside, and the want of anything like *esprit de corps* are an immeasurable hindrance. When I was there the fleet was capable of doing anything, and I should not have been afraid to take it anywhere. But it is too much to expect that that state of efficiency should have been maintained. The fact is that the Chinese never expected to go to war. They treated Japan with the utmost contempt, and Japan for her part had the same feeling for China.'

Now that they are actually engaged the Chinese are, no doubt, less prepared than they would have been a few years ago. It is not that the ships are inefficient or the men wanting in courage, but they are an Eastern race with the worst characteristics of Eastern races fully developed—there is not the least patriotism among either officers or men. They are, however, as brave as any could wish, and absolutely fearless of death. In my day the officers were of a different class, indifferent to most things which did not tend to their own personal advancement.

'It is difficult to tell from the conflicting accounts which fleet gained the advantage of

in the engagement of the Yalu. Apparently the Japanese ships were the better handled, but this may have been partly due to the fact that the Chinese movements were hampered for want of sea room. One account published within the last few days says that the Chinese fleet advanced in V-shaped formation. I cannot understand this. It was not a formation which they ever learnt, and I think it far more likely that they advanced as indicated in the later narrative of the battle. I am not surprised to learn that the Chinese did not do so in a hurry to offer battle. They are not likely to do this on any occasion. It is their way. But when forced into a corner they will fight admirably, and in the long run, in spite of their present reverses on land and sea, they will gain the victory. In this respect they are better on land than on sea. Their arms are raised in provinces, and between men of the same province there is something more nearly approaching a patriotic sentiment. For this reason the Chinese army has more cohesion, more actuality, than the navy. Admiral Ting, however, is a very brave and capable man, and personally I would follow him anywhere. Many of the captains are less capable and cannot be made to understand the importance of drill and discipline.'

'There are several Europeans with the fleet, and excellent fellows they are. The European officers who were in the late engagement are all in subordinate positions. Of late years the Chinese have been solely in Chinese hands, with little advantage to the fleet, I should say. To compare the Chinese with the Japanese, the Japanese have lately gone ahead a little in the matter of the two, and, if the accounts of the battle may be trusted, had the advantage in speed. I do not understand what is meant by the reference to the superiority of the Japanese over the Chinese in the matter of quick-firing guns. If the latest reports are correct it would confirm the impression that the Chinese fleet has not lost pace with the times since the withdrawal of European influence.'

'I see that, according to the latest Chinese version, only four torpedoes were fired by them during the action and all of these were ineffective, while the Japanese say that, on

Mails.

Mails.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro, WEDNESDAY, Nov. 7, at daylight.
Kobe, Inland Sea and Yokohama, INDIA, ADEN, EGYPT.
MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain G. W. F. BROWNE, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the CARTHAGE, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 1st DECEMBER, 1894.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders to MISSIONARIES, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invoices to accompany Cargo destined to points beyond San Francisco. In the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM, Acting Agent.

Hongkong, October 30, 1894. 1693

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Kobe (via Nagasaki), WEDNESDAY, Nov. 21, at daylight.
Kobe, Inland Sea and Yokohama, INDIA, ADEN, EGYPT.
MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THE Steamship GAELO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM, Acting Agent.

Hongkong, October 31, 1894. 1746



STEAM FOR

STRASFS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT.
MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain G. W. F. BROWNE, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the CARTHAGE, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 1st DECEMBER, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) and for Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed ad Bombay.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders to MISSIONARIES, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invoices to accompany Cargo destined to points beyond San Francisco. In the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM, Acting Agent.

Hongkong, October 30, 1894. 1725

NORDDEUTSCHER LLOYD

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIK PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Hongkong, October 20, 1894. 1690

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX; ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 14th November, 1894, at Noon, the Company's S.S. SAGHORN, Commandant CHEVALIER, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 13th November, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, October 31, 1894. 1732

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the Azor Memorial Hospital

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to

JOHN C. TROMSON, Hon. Sec. to the College.

Hongkong, February 26, 1891.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria, ... | Tuesday | November 6.

Taon ... | Tuesday | December 11.

Sik ... | Tuesday | Jan. 1/95.

Victoria, ... | Tuesday | Jan. 22/95.

Taon, ... | Tuesday | Feb. 20/95.

Intimations.

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myro wood.

SANTAL-MIDY entirely differ-

rent from the santal oil of the Indian Bazaar, is superior to Copal, Cuban, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all de-

terioration of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained

in small round

Capsules, each of which bears the name of the

which name is genuine.

SANTAL-MIDY Beware of

Imitations.

All other Capsules or mixtures

contain impurities, resins, oils,

&c., and are worse than useless.

SANTAL-MIDY is sold by all

druggists and

medicine dealers throughout the

world.

Paris: 8, Rue Vivienne, 3.

For Sale by A. WATSON & Co., Chemists.

Hongkong, November 5, 1894. 1678

For Sale by A. WATSON & Co., Chemists.

1894.

SAFETY—SPEED—PUNCTUALITY.
THE FAMOUS ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
THRU CANADA AND THE UNITED STATES.
(Call of SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamship, 6,000 Tons, 10,000 Horse-power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. MAXWELL, R.N.R., WEDNESDAY, 28th Nov.

EMPEROR OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 26th Dec.

EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 23rd Jan./95.

1894.

Agnes ... | 5 Hansen ... | Brit. str. 290 ... | Geo. R. Stevens

Arranmore Apear ... | 5 Parquhar ... | Brit. str. 1392 Oct. 81 David Sascon, Sons & Co.

Blenmore ... | 8 Thomas ... | Brit. str. 1481 Nov. 22 Gibb, Livingston & Co.

Brona ... | 8 Haesemann ... | Brit. str. 1842 Oct. 23 Captain

Broussido ... | 5 Biblia ... | Ger. str. 886 Nov. 1 Carlowitz & Co.

Chuang Chow ... | 5 Webb ... | Brit. str. 1213 Nov. 5 Chinese

City of Rio de Janeiro ... | 5 Smith ... | Amer. str. 4367 Oct. 29 M. S. S. Co.

Emeralds ... | 5 Taylor ... | Brit. str. 906 Nov. 2 Shewan & Co.

Frigga ... | 5 Maiden ... | Ger. str. 1300 Nov. 4 Siemens & Co.

Hailoong ... | 5 h. Roach ... | Brit. str. 733 Nov. 2 Douglas Steamship Co.

Haitan ... | 5 h. Goddard ... | Brit. str. 1133 Oct. 31 Douglas Steamship Co.

Hanoi ... | 5 h. Chodruh ... | Fch. str. 758 Nov. 3 A. R. Marti

Holstein ... | 5 h. Krutfeld ... | Ger. str. 1